Sheffield School of Design.—The annual meeting of the patrons and friends of the Government School of Design at Sheffield took place on Thursday in last week, and was numerously attended. Earl Fitzwilliam was in the chair. The report read by the hon. secretary congratulated all interested on the continued prosperity and increasing financial resources of the institution; and announced that two scholarships, one of 20*l*. and the other of 12*l*., had been established; the former to be held for two years and the latter for one year. These were in addition to the mayor's prize of ten guineas for the best original design of an article of Sheffield manufacture. The special class for ladies had been very successful, being now attended by fifty-three pupils. The chairman, in his address, drew attention to the liberality of the Government to this school as one of the first class. As to the ground for hope of great improvement in the taste with which the British, as a first-class manufacturing nation, would yet adorn the fruits of their unrivalled mechanical genius, his lordship said he had yet to be taught why the English mind is less perceptive of taste in art than the mind of the Frenchman, and the mind of the German from whom we derive our origin. He saw no reason why the German who resided in Bavaria should have a better taste than we, who descend from those Germans who a thousand years ago migrated to this country, unless the reason be in this, that the Government of Germany—that the Government of most of the German states—have given greater encouragement, and elicited the taste of the people, to a greater degree than has ever been done by the Government of this country. The meeting was also addressed by Mr. Parker, M.P., Mr. Babbage, Col. Keppel, and others; and appropriate resolutions were unanimously passed.

The Iron Trade.—The iron masters appear to have at length got tired, themselves, of the mockery of the nominal price system, and not even their most devoted adherents can venture to quote any price as that fixed at the last quarterly meetings. The truth of our assertion, that sales had been made at a lower figure than ever, has been supported by subsequent events, as well as by a very general impression in the trade that former prices cannot be sustained. Pig-iron has been offered for sale at almost any price, and iron worth 10*l*. a few years since would have been willingly parted with, we believe, at less than one-eighth of that price. One leading house, at least, is said to have declared a reduction of recent prices to the extent of 10*s*. a ton. And yet it is admitted on all hands that the present depression is not owing to any material reduction in the demand for iron for home consumption, with the exception of rails and other descriptions required for railway purposes. At Birmingham the manufacturers are fully employed, and trade is unusually brisk. So is it elsewhere. The masters themselves now see clearly, what we some time since pointed out, that all their difficulties arise from the difference between a host of furnaces called into existence for a temporary purpose, namely, the formation of railways, and the much smaller number necessary to the normal trade of the country. The amount of that difference in number must be lessened as rapidly as possible. The only question seems to be, who is to give way?—who is to forego the final chance of remuneration? The weakest, doubtless, will go to the wall, and the longest purse prevail.

Electro-telegraphic.—A suggestion, long since recorded in our journal, has been revived by a proposal of Mr. Krone, of the telegraphic department at the Waterloo station, to provide each train with a telegraphic instrument and batteries, so that in case of accident at intermediate stations where there are no telegraphs the wires might be easily attached to the line wires, and the necessary communication made. "The guard," he adds, "might be easily taught to connect up and work the instruments, so as to be prepared in any case of emergency. The plan could be easily adopted, even where there is no station whatever."——All operations connected with the submarine telegraph between England and France are suspended till the spring. The interval will be employed in manufacturing the wire cables and other apparatus, so that the electric line may be completed by May.

Water Works.—The Grand Junction Water Works Company, I have been informed, employ engines of 100-horse power to force their water from Brentford to their reservoir on Campden Hill, Kensington, and the resistance of the air in the pipes is occasionally so great that they cannot regulate to a certainty the force to be applied, and the water, in consequence, sometimes follows the air up the vent pipes and overflows. May I ask why the principle of the air-pump, or of exhaustion and atmospheric pressure, should not be applied to the pipes from the metropolis: surely the force required would be less, and the expense reduced, whilst the result would be always the same, and equable? If any new company should be formed for supplying the metropolis with water, I should be glad to see the experiment tried of conveying the pipes to supply the houses on handsome iron arches on each side of the streets. This would avoid the repeated necessity of breaking up the causeway to relay them, and be in every respect more handy.—J. P.

Northampton Architectural Society.—The annual autumn meeting of this society was held on the 10th inst., in Northampton, the Marquis of Northampton in the chair. The report read by the Rev. Henry Greene mentioned, amongst other matters, that in the county of Rutland, the church of Ashwell is in course of complete restoration, without and within, at the sole expense of Lord Downe. The Chicheley Brass, in the church of Higham Ferrers, in memory of the parents of Archbishop Chicheley, the great architectural benefactor of Higham, and founder of All Souls' College, Oxford—has been restored by Messrs. Waller. Also that "in consequence of applications that have been frequently made on the subject, the committee have prepared a list of architects and artificers in church work, who have been employed by members of our own society, and whose designs have been submitted to the committee, together with a list of useful books of reference on architectural subjects. This list is now in course of publication, and the committee will feel obliged by the suggestions of members to make the list as perfect as possible. The committee, however, wish it distinctly to be understood that in publishing the names of persons employed within the Archdeaconry, they do not take upon themselves the responsibility of recommending all or any, but, by referring to the place where their work is executed, leave each person to judge for himself." Rev. G. A. Poole then read a paper "On the development of Geometrical Tracery." Rev. C. H. Hartshorne then read a paper "On the Calotype as applicable to architectural objects;" and Rev. H. J. Bigge a paper "On Memorials in Churchyards."

Ventilation.—We have accounts of an invention in America bearing on this subject. It is a self-acting ventilator for passenger ships, acting with the ordinary roll of the vessel. A tube, having a curve of the shape of a segment midships, is filled with a certain quantity of water: the two upper openings are connected with two vertical tubes leading to the decks below, with certain valves at the point of connection. A working model shows the effect to be, that fresh air is introduced on one side, and foul air is pumped out at the other. The inventor is about to apply for a patent in England.——Sir John Walsham has been ventilating workhouses by means of zinc tubes, 3 inches in diameter, perforated at the sides, towards the bottom, with holes of 1-12th of an inch diameter, which are carried across the ceiling of the room, suspended by hooks, and taken through the walls to the open air, where they terminate in perforated convex ends, provided with caps, hung by a small chain, to cover the end most exposed to the wind in extremely cold weather. Three tubes will suffice for a room 23 feet by 16, or in that proportion for larger apartments, intervals of about 10 feet in the length of the room being ordinarily the just medium.

Tenders.—We beg to supply you with the *highest and lowest* amount of tenders for the "Bird in Hand" public house, at Stratford, for Messrs. Charrington and Co. under Mr. Mason, architect:—Cox and Son, 1,998*l*.; Holmes, (Eastham), 1,418*l*. How is this?—Y. Z.

Free Libraries and Museums.—The Salford library and museum is in a prosperous state. An additional room for books is nearly completed, and will hold 5,000 volumes, besides 7,000 already collected. A number of volumes have been already provided for the additional library. The government have granted a number of casts for the museum. The grounds have been laid out in picturesque plots, and an ornamental pond and fountain are in course of formation.——At Liverpool a special meeting of the proprietors of the Royal Institution has been called to consider the scheme proposed by the committee of the council for the formation of a public library. It has been in contemplation to hand the Royal Institution over to the council, on certain terms, for the purposes of the library, and the committee of the institution have issued a circular urging assent of the proprietors generally. The committee state that the funds at their disposal are inadequate to do justice to its objects.——A public meeting has been held at Kidderminster, at which it has been resolved that the town council be requested to carry out the provisions of the Museums and Libraries' Act. The meeting was a very limited one, though regularly called by the mayor, and an attempt was made to burke the resolution on that ground. The absence of active opponents, however, in this case, should be regarded as equivalent to the consent implied by silence.

Irish Bell Founding.—A first-class church bell has just been produced at the foundry of Mr. Thomas Hodges, of Abbey-street, Dublin. It has been cast for the new church at Sandymount, erected by the Right Hon. Sydney Herbert, and bears on its outer rim the name of the clergyman and churchwardens. It weighs 11¼ cwt. This kind of work, according to *Saunders's News Letter*, is now nearly confined to Ireland, although formerly carried on largely in England—a circumstance which, arose from the monopolising desire of an English gentleman, who purchased nearly all the bell foundries in England, the knowledge of mixing properly the various bell metals having passed away with his workmen.

Curious Fracture of a Suspension Bridge.—While some sheep were lately passing along Balloch Suspension-bridge, which spans the Leven near Lochlomond, it suddenly gave way in the middle, and sank about twelve inches. The rupture seems to have been caused by the snapping of two rods, each about an inch in diameter, and this has led to the twisting and breaking of other parts, making the whole difficult of repair. The bridge is said to be on Dredge's principle. It has stood eight years, and, during Balloch fair, was crowded with hundreds of people without evincing the least weakness. The fracture took place opposite the side on which the sheep were placed.

The Northern Schools, St. Martin's-in-the-Fields.—The new Northern Schools, of which we gave an engraving in our last volume (p. 451), were opened on the 17th instant, under the auspices of the lord bishop of the diocese, too late for us, however, to do more now than allude to the fact.

Rain-water at Railway Stations.—Having observed, in a recent number of The Builder, an article on the neglect of rain-water which falls on house-tops, it appeared to me that a much more important use than is there mentioned is also neglected, viz., with regard to locomotives. Your correspondent gives 14 gallons to the square foot per annum. Now, many railways have, not square feet, but *acres* of roof, and as one acre is equal to 43,560 square feet, which gives 609,840 gallons of soft water per annum on one acre of roof, the advantages which would follow are these:—1st. The water would be had for the expense of the cistern. 2nd. Less consumption of coke, as rain-water boils easier than hard. 3rd. The boilers would not be incrusted.—A. G. M.

TENDERS

Delivered on the 2nd inst. for the drainage of the Dews, at Yarmouth, about 7,480 feet of sewer, under the direction of Mr. Hilling, town surveyor:—

	£	s.	d.
J. Thompson, Yarmouth	4,424	0	0
H. Johnson, London	4,363	0	0
G. Peggins, Yarmouth	4,334	19	0
R. Page, Yarmouth	3,977	0	0
E. Pratt, Yarmouth (accepted)	3,715	0	0